# SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

6

# TIME TABLE

FOR THE

# NEW MEXICO DIVISION

To Take Effect Sunday, March 4, 1928, at 12:01 A. M.

**MOUNTAIN STANDARD TIME (105th MERIDIAN)**

**For the government and information of employes only**

J. H. DYER,
*General Manager*

F. L. BURCKHALTER,
*First Assistant General Manager*

R. L. RUBY,
*Superintendent of Transportation*

A. E. SWEET,
*Assistant General Manager*

C. M. MURPHY,
*Superintendent*

# CARRIZOZO SUBDIVISION

| Car Capacity of Sidings in Car Lengths | EASTWARD | | | | | | | | | Distance from San Francisco | Time Table No. 6<br>March 4, 1928 | Distance from El Paso | WESTWARD | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | SECOND CLASS | | | | | | FIRST CLASS | | | | | | FIRST CLASS | | | THIRD CLASS | |
| | 232<br>Freight | 230<br>Freight | 228<br>Freight | 206<br>Local Freight | 92<br>Los Angeles Manifest Freight | 226<br>Freight | 2<br>Californian | 4<br>Golden State Limited | 12<br>Apache | | STATIONS | | 1<br>Californian | 3<br>Golden State Limited | 11<br>Apache | 205<br>Local Freight | 91<br>Los Angeles Manifest Freight |
| | Leave Daily | Leave Daily | Leave Daily | Leave Tues. Thurs. Sat. | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Sun. Wed. Fri. | Arrive Daily |
| Yard BKIP | | | | | | | 11.10PM | 6.15PM | 12.30PM | 1295.9 | Block Signals / Dbl. Trk.: TO-R EL PASO Union Passenger Station<br>1.1 | 1.1 | s 5.35AM | s 10.35AM | s 11.30AM | | |
| Yard CFBWYTPK | 6.30PM | 2.40PM | 8.45AM | 7.00AM | 3.00AM | 12.10AM | 11.20 | 6.25 | 12.40 | 1297.0 | TO-R EL PASO Octavia St.<br>4.5 | 0.0 | 5.23 | 10.23 | 11.18 | 2.00PM | 4.00AM |
| 24 P | | | | | | | f | | | 1301.5 | FORT BLISS (Spur)<br>0.8 | 4.5 | f | | | | |
| 68 P No.1 & Hse. 109 | 7.00 | 3.10 | 9.15 | 7.30 | **3.30** | 12.40 | f 11.35 | 6.40 | 1.00 | 1302.3 | MATERIAL YARD<br>6.7 | 5.3 | f 5.06 | 10.07 | 11.02 | 1.30 | **3.30** |
| 69 P | 7.15 | 3.25 | 9.30 | 7.45 | 3.45 | 12.55 | f 11.45PM | 6.47 | **1.08** | 1309.0 | PANCHO<br>7.1 | 12.0 | f 4.56 | 10.00 | 10.55 | **1.08** | 3.05 |
| 99 WP | 7.40 | 3.50 | **9.52** | 8.10 | 4.10 | 1.20 | f 12.01AM | 6.55 | 1.17 | 1316.1 | TO NEWMAN<br>5.6 | 19.1 | f 4.46 | **9.52** | 10.47 | 12.50 | 2.50 |
| 71 P | 7.55 | 4.05 | 10.10 | 8.25 | 4.24 | 1.35 | f 12.09 | 7.01 | 1.24 | 1321.7 | HUECO<br>4.5 | 24.7 | f 4.38 | 9.46 | 10.41 | 12.35 | 2.25 |
| 72 P | 8.04 | 4.14 | 10.19 | 8.34 | **4.32** | 1.45 | f 12.14 | 7.06 | 1.29 | 1326.2 | ALVARADO<br>5.9 | 29.2 | f **4.32** | 9.41 | 10.36 | 12.25 | 2.15 |
| 72 P | 8.15 | 4.25 | **10.30** | 8.45 | 4.45 | **1.55** | f 12.22 | 7.12 | 1.36 | 1332.1 | DESERT<br>7.1 | 35.1 | f 4.25 | 9.34 | **10.30** | 12.15 | **1.55** |
| 70 P | 8.28 | 4.40 | 10.45 | 9.00 | 5.00 | 2.10 | f 12.31 | 7.20 | 1.44 | 1339.2 | ELWOOD<br>5.8 | 42.2 | f 4.17 | 9.26 | 10.22 | 12.01PM | 1.30 |
| 119 WYP 21 House | 8.50 | 5.00 | 11.05 | **9.19** | 5.20 | 2.30 | s 12.44 | 7.31 | 1.56 | 1345.0 | TO OROGRANDE Junction Jarilla Branch<br>6.3 | 48.0 | f 4.09 | **9.19** | f 10.15 | 11.45AM | 1.15 |
| 71 P | 9.05 | 5.15 | **11.20** | 9.30 | 5.35 | 2.45 | f **12.53** | 7.40 | 2.04 | 1351.3 | TURQUOISE<br>5.7 | 54.3 | f 3.57 | 9.07 | 10.04 | **11.20** | **12.53** |
| 70 P | 9.15 | 5.25 | 11.30 | 9.40 | 5.45 | 2.55 | f 1.01 | 7.47 | 2.11 | 1357.0 | PAXTON<br>5.1 | 60.0 | f 3.50 | 8.59 | 9.56 | 11.00 | 12.15 |
| 74 P | 9.25 | 5.35 | 11.40 | **9.50** | 5.55 | 3.05 | f 1.08 | 7.53 | 2.17 | 1362.1 | ESCONDIDA<br>3.9 | 65.1 | f 3.44 | 8.53 | **9.50** | 10.50 | 12.01AM |
| 92 P | 9.33 | 5.44 | 11.49AM | 9.59 | 6.04 | 3.15 | f 1.14 | 7.57 | 2.22 | 1366.0 | DUNES<br>6.3 | 69.0 | f 3.39 | 8.48 | 9.45 | 10.40 | 11.50PM |
| 71 P | 9.45 | 5.55 | 12.01PM | 10.10 | 6.15 | **3.32** | f 1.22 | 8.04 | 2.29 | 1372.3 | VALMONT<br>5.9 | 75.3 | f **3.32** | 8.41 | 9.38 | 10.25 | 11.35 |
| 109 P | 9.56 | 6.05 | 12.11 | 10.20 | 6.25 | 3.42 | f 1.29 | 8.10 | 2.35 | 1378.2 | OMLEE<br>4.6 | 81.2 | f 3.25 | 8.34 | 9.31 | 10.15 | 11.20 |
| 177 CFBWPK 10 Stock | **10.30** | 6.40 | 12.45 | 11.00 | 7.00 | 4.15 | s 1.53 | s 8.28 | s 2.55 | 1382.8 | TO-R ALAMOGORDO<br>1.4 | 85.8 | s 3.12 | s 8.21 | s 9.18 | 10.00 | 11.05<br>**10.30** |
| YP | 10.35 | 6.45 | 12.50 | 11.05 | 7.05 | 4.20 | 1.55 | 8.30 | 2.57 | 1384.2 | ALAMOGORDO JCT.<br>4.4 | 87.2 | 3.00 | 8.14 | 9.10 | 9.25 | 10.15 |
| 70 P | 10.50 | 7.00 | 1.05 | 11.20 | 7.20 | 4.35 | f 2.03 | 8.38 | 3.04 | 1388.6 | KEARNEY<br>7.0 | 91.6 | f 2.55 | 8.09 | 9.05 | 9.10 | 10.00 |
| 73 P 13 House | 11.05 | 7.15 | 1.20 | 11.35 | 7.34 | 4.50 | s 2.15 | 8.47 | f 3.16 | 1395.6 | TO TULAROSA<br>7.4 | 98.6 | s 2.45 | 8.00 | f **8.56** | **8.56** | 9.40 |
| 70 P | 11.20 | 7.30 | 1.35 | 11.50 | **7.51** | 5.05 | f **2.30** | 8.56 | 3.26 | 1403.0 | TEMPORAL<br>4.2 | 106.0 | f **2.30** | **7.51** | 8.46 | 8.15 | 9.26 |
| 70 P | 11.30 | 7.40 | 1.45 | 11.59AM | **8.00** | 5.15 | f 2.36 | 9.01 | 3.31 | 1407.2 | SALINAS<br>5.7 | 110.2 | f 2.19 | 7.45 | 8.40 | **8.00** | 9.18 |
| 71 WP 27 House | 11.50PM | 7.55 | 2.05 | 12.20PM | **8.32** | 5.30 | f 2.48 | **9.08** | f 3.41 | 1412.9 | TO THREE RIVERS<br>5.5 | 115.9 | f 2.10 | **7.37** | f **8.32** | **7.37** | **9.08** |
| 71 P | 12.15AM | **8.20** | 2.30 | 12.45 | 8.55 | 5.50 | f 2.58 | 9.16 | 3.50 | 1418.4 | NORTH<br>6.1 | 121.4 | f 2.00 | 7.30 | 8.25 | 7.05 | **8.20** |
| 71 WP 28 House | 12.35 | 8.40 | 2.55 | 1.10 | 9.15 | 6.10 | f 3.11 | 9.25 | f 4.00 | 1424.5 | TO OSCURA<br>8.3 | 127.5 | f 1.52 | 7.23 | f 8.18 | 6.50 | 8.05 |
| 70 P | 12.55 | 9.00 | 3.20 | 1.35 | 9.35 | **6.35** | f 3.23 | 9.35 | 4.12 | 1432.8 | POLLY<br>7.1 | 135.8 | f 1.39 | 7.13 | 8.08 | **6.35** | 7.50 |
| 285 CBTWYPK | **1.27AM** | 9.25PM | 3.45PM | 2.00PM | 10.00AM | **7.03AM** | s 3.40AM | s 9.49PM | s 4.26PM | 1439.9 | TO-R CARRIZOZO | 142.9 | **1.27AM** | **7.03AM** | 7.58AM | 6.10AM | 7.35PM |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Tues. Thurs. Sat. | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (144.0) | | Leave Daily | Leave Daily | Leave Daily | Leave Sun. Wed. Fri. | Leave Daily |
| | (6.57) | (6.45) | (7.00) | (7.00) | (7.00) | (6.53) | (4.30) | (3.34) | (3.56) | | Time over District | | (4.08) | (3.32) | (3.32) | (7.50) | (8.25) |
| | 20.69 | 21.33 | 20.41 | 20.41 | 20.41 | 20.76 | 32.00 | 40.84 | 36.62 | | Average speed per hour | | 34.84 | 40.75 | 40.75 | 18.24 | 17.11 |

**Westward trains are superior to trains of the same class in the opposite direction**

| ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS | | | | |
|---|---|---|---|---|
| Train | At | Receive or Discharge | TO or Beyond | FROM or Beyond |
| 11 | Any Station | Discharge | | Hutchinson, Kans. and Amarillo, Tex. |
| 12 | Any Station | Receive | Amarillo, Tex. and Hutchinson, Kans. | |
| 12 | Any Station | Discharge | | Yuma, Ariz. |

# DURAN SUBDIVISION

Time Table No. 6

March 4, 1928

| | EASTWARD | | | | | | | | | | | | WESTWARD | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | SECOND CLASS | | | | | | FIRST CLASS | | | | | | FIRST CLASS | | | THIRD CLASS | |
| Car Capacity of Sidings in Car Lengths | 230 Freight | 92 Los Angeles Manifest Freight | 228 Freight | 204 Local Freight | 226 Freight | 232 Freight | 4 Golden State Limited | 12 Apache | 2 Californian | Distance from San Francisco | STATIONS | Distance from El Paso | 3 Golden State Limited | 11 Apache | 1 Californian | 203 Local Freight | 91 Los Angeles Manifest Freight |
| | Leave Daily | Leave Daily | Leave Daily | Leave Mon. Wed. Fri. | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Tue. Thur. Sat. | Arrive Daily |
| 285 BTCWYPK | 10.30PM | 5.20PM | 4.50PM | 8.30AM | 7.50AM | 2.15AM | 9.59PM | 4.36PM | . 3.50AM | 1439.9 | TO-R CARRIZOZO<br>0.4 | 142.9 | s 6.53AM | s 7.48AM | s 1.17AM | 11.55AM | 3.00PM |
| | | | | | | | | | | 1440.3 | CARRIZOZO JUNCTION<br>6.6 | 143.3 | | | | | |
| 71 P | 10.55 | 5.45 | 5.15 | 8.55 | 8.15 | 2.40 | 10.10 | 4.48 | f 4.02 | 1446.9 | ROBSART<br>5.3 | 149.9 | 6.41 | 7.35 | f 1.03 | 11.30 | 2.40 |
| 70 WP No. 2 31 | 11.15 | 6.05 | 5.35 | 9.15 | 8.35 | 3.00 | 10.19 | 4.57 | f 4.13 | 1452.2 | COYOTE<br>7.0 | 155.2 | 6.34 | 7.29 | f 12.56 | 11.15 | 2.20 |
| 70 P | 11.35PM | 6.25 | 5.55 | 9.35 | 8.55 | 3.20 | 10.28 | 5.08 | f 4.24 | 1459.2 | LARGO<br>4.3 | 162.2 | 6.26 | 7.21 | f 12.47 | 11.00 | 2.05 |
| 80 WP No. 2-24 10 Hse. | 12.10AM | 7.00 | 6.30 | 10.05 | 9.30 | 3.55 | 10.35 | 5.16 | s 4.35 | 1463.5 | TO ANCHO<br>3.5 | 166.5 | 6.21 | 7.16 | s 12.41 | 10.50 | 1.55 |
| 100 P | **12.33** | 7.20 | 6.50 | 10.25 | 9.50 | 4.15 | 10.41 | 5.23 | f 4.44 | 1467.0 | LUNA<br>6.0 | 170.0 | 6.16 | 7.11 | f **12.33** | 10.30 | 1.35 |
| 70 P No. 2 29 | 1.05 | 7.50 | 7.20 | 10.55 | **10.20** | 4.45 | 10.52 | 5.35 | f 4.57 | 1473.0 | TECOLOTE<br>4.8 | 176.0 | 6.08 | 7.03 | f 12.25 | **10.20** | 1.20 |
| 70 P | 1.15 | 8.00 | 7.30 | 11.05 | 10.30 | 4.55 | 10.58 | 5.42 | f 5.04 | 1477.8 | ELDA<br>4.7 | 180.8 | 6.03 | 6.58 | f 12.19 | 10.10 | 1.10 |
| 70 WP 60 Quarry Trk | 1.25 | 8.10 | 7.40 | 11.15 | 10.40 | 5.05 | 11.04 | 5.48 | f 5.11 | 1482.5 | GALLINAS<br>8.4 | 185.5 | 5.58 | 6.53 | f 12.13 | 10.00 | 1.00 |
| 68 YP 30 House | 1.45 | 8.30 | 8.00 | 11.35 | 11.00 | 5.20 | 11.15 | f 6.00 | s 5.27 | 1490.9 | TO CORONA<br>4.3 | 193.9 | 5.47 | f 6.40 | s 12.01AM | 9.30 | 12.30 |
| 68 WP | 1.53 | 8.38 | 8.08 | 11.45 | 11.08 | **5.39** | 11.21 | 6.06 | f **5.39** | 1495.2 | VARNEY<br>3.8 | 198.2 | **5.39** | 6.30 | f 11.50PM | 8.50 | 12.10PM |
| 67 P 7 Stk. 32 Hse. | 2.00 | 8.45 | 8.15 | **11.55AM** | 11.15 | 5.50 | 11.26 | f 6.15 | s 5.46 | 1499.0 | TO TORRANCE<br>5.4 | 202.0 | 5.34 | f 6.25 | s 11.44 | 8.30 | **11.55AM** |
| 70 P | 2.10 | 8.55 | 8.25 | 12.05PM | **11.25** | **6.15** | **11.32** | 6.22 | f 5.54 | 1504.4 | HELENA<br>6.2 | 207.4 | 5.26 | **6.15** | f **11.32** | 7.55 | **11.25** |
| 256 CWTPBK 56 Stock | 2.30AM | 9.15PM | 8.45PM | 12.30PM | 11.45AM | 6.35AM | s 11.41PM | s 6.35PM | s **6.05AM** | 1510.6 | TO-R DURAN | 213.6 | 5.16AM | **6.05AM** | 11.22PM | 7.30AM | 11.00AM |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Mon. Wed. Fri. | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (70.7) | | Leave Daily | Leave Daily | Leave Daily | Leave Tue. Thur. Sat. | Leave Daily |
| | (4.00) | (3.55) | (3.55) | (4.00) | (3.55) | (4.20) | (1.42) | (1.59) | (2.15) | | Time over District | | (1.37) | (1.43) | (1.55) | (4.25) | (4.00) |
| | 17.68 | 18.05 | 18.05 | 17.68 | 18.05 | 16.31 | 41.58 | 35.65 | 31.42 | | Average speed per hour | | 43.73 | 41.18 | 36.88 | 16.01 | 17.68 |

Block Signals: Ancho to Corona.

**Westward trains are superior to trains of the same class in the opposite direction.**

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | TO or Beyond | FROM or Beyond |
|---|---|---|---|---|
| 11 | Any Station | Discharge | | Hutchinson, Kans. and Amarillo, Tex. |
| 12 | Any Station | Receive | Amarillo, Tex. and Hutchinson, Kans. | |
| 12 | Any Station | Discharge | | Yuma, Ariz. |

# TUCUMCARI SUBDIVISION

| Car Capacity of Sidings in Car Lengths | EASTWARD — SECOND CLASS | | | | | | EASTWARD — FIRST CLASS | | | Distance from San Francisco | Time Table No. 6<br>March 4, 1928 | Distance from El Paso | WESTWARD — FIRST CLASS | | | WESTWARD — THIRD CLASS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 92 | 228 | 226 | 202 | 232 | 230 | 4 | 12 | 2 | | | | 3 | 11 | 1 | 91 | 201 |
| | Los Angeles Manifest Freight | Freight | Freight | Local Freight | Freight | Freight | Golden State Limited | Apache | Californian | | | | Golden State Limited | Apache | Californian | Los Angeles Manifest Freight | Local Freight |
| | Leave Daily | Leave Daily | Leave Daily | Leave Tues. Thur. Sat. | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | STATIONS | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Mon. Wed. Fri. |
| 256 CWTPBK 56 Stock | 10.40PM | 9.10PM | 12.30PM | 7.30AM | 7.00AM | 3.25AM | 11.46PM | 6.40PM | 6.15AM | 1510.6 | TO-R DURAN (Block Signals)<br>6.0 | 213.6 | s 5.11AM | s 5.57AM | s 11.12PM | 9.40AM | 4.50PM |
| 78 P | **10.57** | 9.25 | 12.45 | 7.50 | 7.15 | 3.40 | 11.55PM | 6.49 | f 6.25 | 1516.6 | INDIOLE<br>4.9 | 219.6 | 4.58 | 5.44 | f **10.57** | 9.15 | 4.15 |
| 78 P | 11.15 | 9.35 | 12.55 | 8.05 | 7.30 | 3.50 | 12.03AM | 6.56 | f 6.31 | 1521.5 | EPRIS<br>3.9 | 224.5 | 4.52 | 5.37 | f 10.50 | 8.55 | 3.55 |
| 71 WP 3 House | 11.25 | 9.42 | 1.05 | **8.35** | 7.40 | 3.57 | 12.10 | s 7.06 | s 6.42 | 1525.4 | TO VAUGHN<br>2.7 | 228.4 | 4.46 | s 5.30 | s 10.43 | **8.35** | 3.30 |
| 74 P | 11.32 | 9.48 | 1.10 | 8.45 | **7.50** | 4.02 | 12.13 | 7.10 | f 6.47 | 1528.1 | TONY<br>5.2 | 231.1 | 4.41 | 5.20 | f 10.33 | **7.50** | 3.00 |
| 70 P | 11.45PM | 9.57 | 1.22 | 9.05 | 8.00 | 4.12 | 12.20 | 7.19 | f 6.55 | 1533.3 | LEONCITO<br>6.7 | 236.3 | 4.34 | 5.12 | f 10.25 | 7.30 | 2.35 |
| 71 P | 12.05AM | **10.14** | 1.35 | 9.20 | 8.15 | **4.25** | 12.27 | 7.27 | f **7.05** | 1540.0 | WINKLE<br>7.2 | 243.0 | **4.25** | 5.03 | f **10.14** | **7.05** | 2.15 |
| 102 WP | 12.20 | 10.35 | **1.50** | 10.00 | 8.30 | **4.54** | 12.35 | 7.36 | s 7.17 | 1547.2 | TO PASTURA<br>5.2 | 250.2 | 4.16 | **4.54** | s 10.02 | 6.45 | **1.50** |
| 70 P | **12.42** | 10.50 | 2.02 | 10.15 | 8.40 | 5.05 | **12.42** | 7.44 | f 7.27 | 1552.4 | GUADALUPE (Block Signals)<br>6.1 | 255.4 | 4.08 | 4.46 | f 9.52 | 6.20 | 1.15 |
| 70 P | 12.55 | 11.02 | 2.15 | 10.30 | 8.50 | 5.18 | 12.49 | 7.53 | f 7.37 | 1558.5 | ARABELLA<br>5.2 | 261.5 | 3.58 | 4.34 | f 9.41 | 5.55 | 12.50 |
| 70 CP 9 Coal Ch. Trk | 1.10 | 11.14 | 2.27 | 11.00AM | 9.00 | **5.30** | 12.56 | 8.02 | f 7.46 | 1563.7 | PINTADO<br>4.6 | 266.7 | 3.48 | 4.23 | f 9.31 | **5.30** | 12.25PM |
| No.1-72 WYP No.2-67 No 3-29 | 1.25 | 11.25 | 2.40 | 12.01PM | 9.20 | 5.40 | 1.03 | s 8.14 | s 7.58 | 1568.3 | TO SANTA ROSA<br>5.7 | 271.3 | 3.34 | s 4.10 | s 9.16 | 5.00 | 11.55AM |
| 92 P | 1.50 | 11.45PM | 3.00 | 12.20 | 9.40 | 6.00 | 1.10 | 8.25 | f 8.09 | 1574.0 | HAWKS<br>3.4 | 277.0 | 3.23 | 3.56 | f 9.03 | 4.10 | 10.45 |
| 70 P No. 2 35 | 2.10 | 12.01AM | 3.15 | 12.35 | 9.55 | 6.15 | 1.15 | 8.32 | f 8.16 | 1577.4 | LOS TANOS<br>8.4 | 280.4 | 3.18 | **3.52** | f 8.58 | **3.52** | 10.35 |
| 70 P No. 2 24 | 2.35 | 12.20 | 3.40 | 1.05 | **10.20** | 6.35 | 1.27 | **8.47** | s 8.29 | 1585.8 | TO CUERVO<br>8.9 | 288.8 | 3.06 | 3.40 | s **8.47** | 3.20 | **10.20** |
| 70 P | **2.53** | 12.40 | 4.05 | 1.35 | 10.40 | 6.55 | 1.39 | 8.59 | f 8.42 | 1594.7 | NEWKIRK<br>5.7 | 297.7 | **2.53** | 3.26 | f 8.32 | **2.53** | 9.40 |
| 69 P | **3.19** | 12.52 | 4.20 | 1.50 | 10.55 | 7.10 | 1.46 | 9.06 | f 8.50 | 1600.4 | SIMMONS<br>6.3 | 303.4 | 2.45 | **3.19** | f 8.22 | 2.30 | 9.20 |
| 100 WP 16 Stock | 3.30 | 1.05 | 4.32 | 2.20 | 11.10 | 7.25 | **1.53** | 9.13 | s **9.00** | 1606.7 | TO MONTOYA<br>8.8 | 309.7 | 2.36 | 3.10 | s 8.11 | **1.53** | **9.00** |
| 70 P No. 2 14 | 3.50 | **1.27** | 4.55 | 2.50 | 11.30 | 7.40 | 2.04 | **9.24** | f 9.13 | 1615.5 | PALOMAS<br>6.4 | 318.5 | 2.24 | 3.00 | f 7.56 | **1.27** | 8.20 |
| 70 P | 4.01 | 1.48 | 5.10 | 3.15 | 11.45AM | **7.55** | **2.15** | 9.32 | f 9.21 | 1621.9 | HARGIS<br>5.5 | 324.9 | **2.15** | 2.51 | f 7.45 | 1.00 | **7.55** |
| 1037 CWYTPBK | 4.20AM | **2.00**AM | 5.30PM | 3.30PM | 12.05PM | 8.15AM | s 2.35AM | s 9.45PM | s ¶ 9.45AM | 1627.4 | TO-R TUCUMCARI | 330.4 | **2.00**AM | 2.40AM | ¶ 7.35PM | 12.35AM | 7.30AM |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Tue. Thur. Sat. | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (116.8) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Mon. Wed. Fri. |
| | (5.40)<br>20.61 | (4.50)<br>24.14 | (5.00)<br>23.36 | (8.00)<br>14.60 | (5.05)<br>22.97 | (4.50)<br>24.17 | (2.49)<br>41.46 | (3.05)<br>37.89 | (3.30)<br>33.37 | | Time over District<br>Average Speed per hour | | (3.11)<br>36.69 | (3.17)<br>35.58 | (3.37)<br>32.29 | (9.05)<br>12.86 | (9.20)<br>12.51 |

**Westward trains are superior to trains of the same class in the opposite direction.**

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | TO or Beyond | FROM or Beyond |
|---|---|---|---|---|
| 11 | Any Station | Discharge | | Hutchinson, Kans. and Amarillo, Tex. |
| 12 | Any Station | Receive | Amarillo, Tex. and Hutchinson, Kans. | |
| 12 | Any Station | Discharge | | Yuma, Ariz. |

# CARRIZOZO SUBDIVISION
## CLOUDCROFT BRANCH

| Car Capacity of Sidings in Car Lengths | EASTWARD SECOND CLASS 218 Freight | 214 Mixed | Distance from San Francisco | Time Table No. 6 March 4, 1928 STATIONS | Distance from Alamogordo | WESTWARD SECOND CLASS 213 Mixed | 217 Freight |
|---|---|---|---|---|---|---|---|
| | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | | | | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday |
| 177 BCFWPK<br>10 Stock | 12.15PM | 7.00AM | 1382.8 | TO-R ALAMOGORDO<br>1.4 | 0.0 | s 3.00PM | s 6.25PM |
| YP | 12.20 | 7.05 | 1384.2 | ALAMOGORDO JUNCTION<br>2.8 | 1.4 | 2.50 | 6.15 |
| 2 | | | 1387.0 | OLIVERLEE SPUR<br>1.8 | 4.2 | | |
| 17 P | 12.35 | f 7.25 | 1388.8 | LA LUZ<br>3.7 | 6.0 | s 2.35 | 6.00 |
| 14 | 12.55 | f 7.45 | 1392.5 | EL VALLE<br>2.9 | 9.7 | f 2.10 | 5.35 |
| 6 | 1.10 | f 8.00 | 1395.4 | PINTO<br>3.2 | 12.6 | f 1.55 | 5.20 |
| 15 P | **1.35** | s 8.25 | 1398.6 | HIGH ROLLS<br>0.7 | 15.8 | s **1.35** | 5.00 |
| 9 P | 1.40 | s 8.30 | 1399.3 | MOUNTAIN PARK<br>1.6 | 16.5 | s 1.25 | 4.50 |
| 7 WP | 1.55 | f 8.45 | 1400.9 | WOOTEN<br>2.6 | 18.1 | f 1.15 | 4.40 |
| 8 YP | 2.15 | f 9.05 | 1403.5 | TOBOGGAN<br>0.2 | 20.7 | f 1.00 | 4.25 |
| | | | 1403.7 | SWITCHBACK (South End)<br>0.6 | 20.9 | | |
| | | | 1404.3 | SWITCHBACK (North End)<br>1.6 | 21.5 | | |
| 1 | | | 1405.9 | BAILEYS<br>2.8 | 23.1 | | |
| 14 WPY | s 2.55PM | s 9.50 | 1408.7 | TO-R CLOUDCROFT<br>0.7 | 25.9 | s 12.20 | 3.45PM |
| 41 | | 9.55 | 1409.4 | HOTEL SPUR<br>1.2 | 26.6 | 12.05PM | |
| 11 | | f 10.05 | 1410.6 | COX CANON (Spur)<br>2.7 | 27.8 | f 11.55AM | |
| 2 | | | 1413.3 | HUDMANS SPUR<br>1.8 | 30.5 | | |
| 22 YP | | s 10.30AM | 1415.1 | RUSSIA | 32.3 | 11.30AM | |
| | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | | (32.3) | | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday |
| | (2.40) | (3.30) | | Time over District | | (3.30) | (2.40) |
| | 9.71 | 9.23 | | Average speed per hour | | 9.23 | 9.71 |

**Westward trains are superior to trains of the same class in the opposite direction.**

**Exception: No. 214 is superior to No. 213.**

**No. 218 is superior to No. 217.**

# DURAN SUBDIVISION
## CAPITAN BRANCH

| Car Capacity of Sidings in Car Lengths | EASTWARD SECOND CLASS 216 Mixed Leaves Tue. Fri. | Distance from San Francisco | Time Table No. 6 March 4, 1928 STATIONS | Distance from Carrizozo | WESTWARD SECOND CLASS 215 Mixed Arrives Tue. Fri. |
|---|---|---|---|---|---|
| 285 BTCWYPK | 7.00AM | 1439.9 | TO-R CARRIZOZO | 0.0 | s 12.20PM |
| | | | 0.4 | | |
| | 7.02 | 1440.3 | CARRIZOZO JUNCTION | 0.4 | 12.15PM |
| | | | 8.7 | | |
| 5 | f 7.50 | 1449.0 | WALNUT (Spur) | 9.1 | s 11.40AM |
| | | | 1.1 | | |
| 9 | | 1450.1 | VERA CRUZ (Spur) | 10.2 | |
| | | | 3.3 | | |
| | | 1453.4 | SWITCH BACK (N. End) | 13.5 | |
| | | | 0.4 | | |
| | | 1453.8 | SWITCH BACK (S. End) | 13.9 | |
| | | | 0.7 | | |
| 5 | f 8.35 | 1454.5 | INDIAN DIVIDE (Spur) | 14.6 | f 10.55 |
| | | | 4.2 | | |
| 27 Y | f 9.00 | 1458.7 | COALORA (Spur) | 18.8 | f 10.25 |
| | | | 2.5 | | |
| 32 P | s 9.25AM | 1461.2 | CAPITAN (Spur) | 21.3 | 10.00AM |
| | Arrives Tue. Fri. | | (21.3) | | Leaves Tue. Fri. |
| | (2.25) | | Time over District | | (2.20) |
| | 8.81 | | Average speed per hour | | 9.13 |

**Westward trains are superior to trains of the same class in the opposite direction.**

**Exception: No. 216 is superior to No. 215.**

# TUCUMCARI SUBDIVISION
## DAWSON BRANCH

| Car Capacity of Sidings in Car Lengths | EASTWARD SECOND CLASS 208 Mixed | Distance from San Francisco | Time Table No. 6 March 4, 1928 | STATIONS | Distance from Tucumcari | WESTWARD SECOND CLASS 207 Mixed | 209 Freight |
|---|---|---|---|---|---|---|---|
| | Leave Daily | | | | | Arrive Daily | Arrive Daily |
| 1037 TCWYPBK | 9.50AM | 1627.4 | TO-R | TUCUMCARI | 0.0 | s 6.25PM | 5.30PM |
| | | | | 7.5 | | | |
| 41 P | f 10.10 | 1634.9 | | BASCOM | 7.5 | f 5.50 | 4.40 |
| | | | | 5.5 | | | |
| 29 P No. 2 22 | f 10.25 | 1640.4 | | CANADIAN | 13.0 | f 5.25 | 4.05 |
| | | | | 4.8 | | | |
| 1 | f | 1645.2 | | PETROLIA (Spur) | 17.8 | f | |
| | | | | 4.9 | | | |
| 42 P | f 10.55 | 1650.1 | | ATARQUE | 22.7 | f 5.01 | 3.35 |
| | | | | 5.5 | | | |
| 2 | f | 1655.6 | | TRIGG RANCH (Spur) | 28.2 | f | |
| | | | | 6.1 | | | |
| 29 YWP | s 11.25 | 1661.7 | TO | CAMPANA | 34.3 | s 4.30 | 2.50 |
| | | | | 5.9 | | | |
| 29 P | f 11.50AM | 1667.6 | | MEDIO | 40.2 | f 3.55 | 2.15 |
| | | | | 5.4 | | | |
| 60 CYP No. 2 23 | f 12.15PM | 1673.0 | | CABEZA | 45.6 | f 3.25 | 1.40 |
| | | | | 4.9 | | | |
| 72 P 15 Stock Trk | s 12.30 | 1677.9 | TO | MOSQUERO | 50.5 | s 3.01 | 1.20 |
| | | | | 8.4 | | | |
| 52 WP | s 12.55 | 1686.3 | TO | SOLANA | 58.9 | s 2.35 | 12.55 |
| | | | | 9.8 | | | |
| 29 P 40 Stk. 37 Ind. | ¶ 1.20 1.45 | 1696.1 | TO | ROY | 68.7 | ¶ 2.10 1.45 | 12.25PM |
| | | | | 10.3 | | | |
| 58 YP No. 2-28 49 H. | s 2.10 | 1706.4 | TO | MILLS | 79.0 | s 1.20 | 11.35AM |
| | | | | 4.3 | | | |
| 74 P | f 2.20 | 1710.7 | | ALICIA | 83.3 | f 12.55 | 11.05 |
| | | | | 4.9 | | | |
| 58 WP | s 2.35 | 1715.6 | TO | ABBOTT | 88.2 | s 12.30 | 10.30 |
| | | | | 6.2 | | | |
| 51 P | f 2.50 | 1721.8 | | VERNON | 94.4 | f 12.05PM | 10.00 |
| | | | | 8.0 | | | |
| 37 CWYP | s 3.10 | 1729.8 | TO | TAYLOR | 102.4 | s 11.35AM | 9.20 |
| | | | | 11.5 | | | |
| P | 3.45 4.10 | 1741.3 | TO | FRENCH | 113.9 | 10.50 10.20 | |
| | | | | 0.4 | | | |
| 27 P | f 4.15 | 1741.7 | | LLOYD | 114.3 | f 10.05 | 8.20 |
| | | | | 12.6 | | | |
| 33 PI Yard 65 | s 4.45 | 1754.3 | TO | COLFAX | 126.9 | s 9.35 | 7.50 |
| | | | | 5.1 | | | |
| 382 CWTPBK | s 5.20PM | 1759.4 | TO-R | DAWSON | 132.0 | 9.15AM | 7.30AM |
| | Arrive Daily | | | (132.0) | | Leave Daily | Leave Daily |
| | (6.40) | | | Time over District | | (8.15) | (10.00) |
| | 19.80 | | | Average speed per hour | | 16.00 | 13.20 |

**Westward trains are superior to trains of the same class in the opposite direction.**

**THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES:**

**RULE 2.** The following are designated watch inspectors:

S. A. Pope, San Francisco, 65 Market St., Supervisor of Time Service.

| | |
|---|---|
| El Paso, First National Bank Bldg. | G. D. Davidson Co. |
| Alamogordo | A. Sorenson |
| Carrizozo | J. K. Such |
| Tucumcari | E. E. Rivers |

**RULE 10 (G).** Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining track.

**RULE 10 (H)** and Maintenance of Way **RULE 1015** are amended to read one-half (½) mile instead of one-quarter (¼) mile for distances at which yellow signals are to be placed in advance of track or structure over which speed of train must be restricted.

**RULE 14.** At junction points when recalling flagman on diverging route use:

Four long and one short blast of steam whistle to recall flagman from the West.

Five long and one short blast of steam whistle to recall flagman from the East.

**RULE 14 (L).** In sounding steam whistle, signal must be so given that the last blast of the whistle will end as engine almost reaches the crossing. This in addition to signal as specified by Rule 14-L.

Signal should be repeated as indicated above for:

(a) All outlying public highway grade crossings by all trains;

(b) In the smaller towns for crossings of dense travel or restricted vision not protected by flagman or gates and when train is not required to stop nor restricted by ordinance to run at slow speed.

**RULE 72.** When a section of double track is being used as single track under Form D-S, westward trains are superior to trains of the same class in the opposite direction.

**RULE 83 (B).** At open train-order offices, Passenger trains will register by ticket as follows:

El Paso—Octavia Street.

**RULE 83 (C).** Extra trains register at Alamogordo and Cloudcroft, when such stations are open train order offices. All trains register at Hotel Spur.

**RULE 83 (D).** Trains must obtain clearance card before leaving Alamogordo and Cloudcroft when such stations are open train-order offices.

**RULE 93.** Yard limits are defined by yard limit signs at the following stations:

| | | | |
|---|---|---|---|
| El Paso | Russia | Duran | Tucumcari |
| Alamogordo | Carrizozo | Santa Rosa | Dawson |
| Cloudcroft | Capitan | | |

**RULE 98. The normal position of switches at the end of double track, at junctions and railroad crossings at grade will be as follows:**

| | |
|---|---|
| El Paso (East end double track) | For Eastward Track. |
| Lead to El Paso Union Pass. Station | For Westward Track. |
| Crossover between north Santa Fe and north El Paso streets | For Westward and Eastward Tracks. |
| MP 1 (Lead from Main track to El Paso Yard) | For Main Track. |
| Alamogordo Junction | For Main Track. |
| Carrizozo Junction | For Main Track. |
| Tucumcari (Dawson Branch) | For Stock Track. |
| French Junction | For Main Track. |
| Colfax (Crossing with A. T. & S. F. R. R.) | For Southern Pacific Trains. |

**RULE 221.** That portion reading "Train-order office hours will be shown in the time-table" is cancelled. When a train order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

**Form E, example 4,** (page 54) is modified to the extent that an extra train may be run late as per examples 5 and 6 of Form E; rules under these examples applying the same as if it were a regular train. It will be understood that no other movements are to be made in the same order and that the stations and time at each must be written in column formation.

**RULE 873** modified as follows:

"Freight brakemen must be on top of their trains when descending steep grades and under other conditions when the safety of trains so require."

**TRAIN AND AIR INSPECTION**

Freight trains descending grades will stop at least ten minutes at

MEDIO CAMPANA

Five minutes at

HIGH ROLLS LA LUZ WALNUT

where trainmen will make a careful examination of cars in train.

Before signalling train to proceed, which has stopped on grade for inspection, conductor or rear brakeman must consult air guage in caboose and know that brake pipe is not obstructed by a closed angle cock.

Engines running light, descending grades of 1½ per cent or over, will make same stops for inspection as are made by freight trains on such grades and engineers will know that tires and machinery are in satisfactory condition.

**Rule 4, paragraph 3** in book of rules covering Air Brakes reading:

"If freight trains on heavy grades should be hard to control it is permissible to use ninety pounds (90 lbs.) brake pipe pressure."

This will apply to all westward freight trains between Mosquero and Campana, also to all trains on Capitan and Cloudcroft Branches.

Air brake tests as outined in **Rule 17** in Book of Rules governing air brakes will be made by all trains at any point where brake pipe has been separated.

Westward trains will make this test before leaving Russia, Cloudcroft, High Rolls, Indian Divide, Walnut, Mosquero, Cabeza and Medio.

Conductor will report to Superintendent, by wire, any failure to properly control train by air brakes, and in such cases will deliver to Car Inspector at first terminal, list showing tonnage of each car in train, and Car Inspector will record on this list the piston travel of each car in train, as shown by test made before road engine is cut off, also result of three-minute test of all retainers. The list will then be forwarded to Superintendent by first mail.

**USE OF RETAINERS**

On freight and mixed trains, retainers will be used on grades in accordance with **Rules Nos. 55 and 56** of "Rules and Regulations Governing Air Brakes, etc., effective May 1st, 1926," as follows:

Westward trains from Cabeza to Campana. From Indian Divide to Walnut. From Zora to Orogrande, use all retainers. Retainer line must be coupled up and in use throughout entire train from Russia to Alamogordo.

Westward freight trains consisting of fifty-five hundred (5500) Ms or more, or eighty (80) cars or more, descending grades of one per cent or over between Tecolote and El Paso will use twenty percent (20%) of the pressure retaining valves on the head end of trains.

Where retainers are used the rate of speed of freight or mixed trains on any grade of one percent or over will not exceed 25 miles per hour, and on grades of this character **more than five miles long, for the first five miles the time consumed in traveling any one mile shall be not less than three minutes.**

The above maximum speed restriction will not affect speed on heavier grades and other locations, where the maximum speed is now provided.

**AUTOMATIC BLOCK SYSTEM**

When a train is stopped by an automatic block signal governing yards at El Paso, Carrizozo, Duran or Santa Rosa, train will then proceed with caution not exceeding six miles per hour to next home signal. In foggy or stormy weather send flagman ahead.

Automatic block signals operate in the upper right quadrant with home signals indicating stop when the arm is extended horizontally or in addition a red light is displayed, and indicate proceed when the arm is vertical or in addition a green light is displayed.

Distant signals indicate proceed with caution when the arm is extended horizontally or in addition yellow light is displayed, and indicate proceed when the arm is vertical or in addition a green light is displayed.

When trains leave stretches of continuously block-signaled track, fusee will be left near the last signal when it is possible a train is following less than ten minutes. Conductors and enginemen having knowledge from any source whatsoever that the preceding train is less than ten minutes ahead of them leaving stretches of track that are continuously block-signaled, will space themselves at the last signal in accordance with **Rule 91.**

Cross-overs and point derails, in block signal territory, are connected to throw block signals when switch or derail is thrown for movement to Main Track. In order to prevent delay to trains, cross-overs should be left lined for siding and derails in derailing position until train to be met has passed.

**INTERLOCKING**

EL PASO

Interlocking plant (Tower 66) at East end of El Paso Union Passenger Station yard will govern movement of trains entering or leaving this yard. Enginemen will give three short blasts of whistle when desiring this route.

Interlocking plant (Tower 47) governs the movement of trains and engines between the Southern Pacific yards and T. and N. O., T. & P. and old E. P. & N. E. yards.

WHISTLE SIGNALS AS FOLLOWS

Main track movements in either direction with current of traffic ——
Main track movements in either direction against current of traffic o—— ——
North Lead, Eastward —— o
North Lead, Westward —— o ——
South Lead, Eastward o—— —— o
South Lead, Westward o o —— ——
To T. & P. Main track o o—— o
To T. & P. Transfer o —— o o
To East Yard —— o o ——
To West Yard o —— o

COLFAX, N. M.

At A. T. & S. F. R. R. crossing; The normal position of signals and derails are for Southern Pacific trains. When signals indicate stop, train must be preceded by a flagman through the interlocking plant.

**MISCELLANEOUS**

1. Trainmen and Enginemen look out for drifted sand on track between Material Yard and Hueco, Turquoise and Paxton, switches Temporal, Robsart, Tucumcari and Canadian, Abbot and Colfax.

Look out for rock or trees on track between La Luz and Russia, Walnut and Coalora, Arabella and Pintado, Canadian and Cabeza, particularly during or immediately after rains or thaw.

2. Trainmen will set and lock switches at North and South ends of switchback between Toboggan and Baileys for westward trains, when cars are left on either end of switchback.

3. When necessary to turn at Toboggan, use South leg of Wye in leaving main track and North leg returning.

4. First class trains meeting at Alamogordo will use that portion of the siding between the East and West crossovers, and time-table schedules and train orders applicable between first class trains only will apply at these crossovers. Other trains must clear the siding, between these crossovers to avoid delay to first class trains when meeting at Alamogordo.

5. Ordinarily westward trains taking siding at Santa Rosa will use first track from main track and eastward trains taking siding at this point will use second track from main track. Inside switches at approaching ends of siding must be left lined accordingly.

This will in no way conflict with that part of Rule 98-A reading as follows: "In using siding trains must proceed with caution."

6. Normal position of inside cutoff switch East end Pastura siding, lined and locked for stock track.

7. A Westward train must not follow another train closer than fifteen minutes between Cabeza and Campana.

8. Maximum tonnage rating per operative brake, 160 M's between Cabeza and Campana; 120 M's between Indian Divide and Walnut, and 80 M's between Cloudcroft and La Luz must be strictly observed.

9. Cars must not be cut off while in motion on Cloudcroft and Capitan Branches.

10 Helper engines should not be cut off for any reason while train is in motion.

11. Helper engines on rear of freight trains must be cut in ahead of caboose or wooden underframe rear end cars. Tucumcari-Canadian helper must be placed in rear of train. Helpers on local or mixed trains between Tucumcari and Dawson must be placed ahead of road engine.

Shoving on wooden frame cabooses or light equipment in trains, such as wooden frame flats, outfit cars, etc., not allowed.

12. Report to Chief Train Dispatcher from first point of communication, giving location of any leak noticed in water service pipe line between Carrizozo and Pastura.

13. Eastward freight trains will take only enough water at Newman to make Orogrande; Westward freight trains take full tank water at Orogrande, and not take water at Newman unless necessary. Do not take water at Solana unless necessary.

14. Eastward passenger trains take full supply engine fuel at Alamogordo and will not take fuel at other fuel stations unless necessary to make Tucumcari.

Westward passenger trains take full supply engine fuel at Pintado and Alamogordo and will not take fuel at other fuel stations unless absolutely necessary.

Engines in freight or mixed train service Eastward, take only sufficient fuel at intermediate fuel stations to reach terminal of engine run, except take full supply fuel at Taylor.

Engines in freight or mixed train service Westward, take full supply engine fuel at all fuel stations.

"C" For coal stations.
"F" For oil stations.
"CF" For coal and oil stations,.

15. Employes of New Mexico Division using tracks of the T. and N. O. Ry. within yard limits of that Company, and using tracks of the Union Station Company within their Yards in El Paso are governed by the rules, regulations and current time tables of the above Companies.

16. Santa Fe transfer track Vaughn capacity 50 cars, trains must protect against Santa Fe engines.

17. Ash pans must not be dumped and trains moved over cinders before fire has been extinguished. Engineers will be held personally responsible for seeing that fires are extinguished where ash pans are dumped or fires cleaned.

18. Whenever possible in switching on heavy grades, engine must be kept on down-hill side of cars being handled, or such switching must be done against a derailer.

## MISCELLANEOUS—Continued

19. Conductors of passenger trains and identified freight trains, such as perishable and manifest, that are failing to make schedule time must keep the Chief Train Dispatcher fully advised by wire enroute cause of trouble.

20. No. 4 will hold main track at Duran against No. 1. No. 4 will hold main track at Tucumcari to West Crossover East Yard against Nos. 3 and 11 and head in No. 1 track.

21. On steam heated passenger trains entering terminals where engines are to be changed or train switched, at Yard Limit board of such terminal, rear brakeman will open steam valve on rear of train and after doing so will sound one (1) long blast of air whistle as signal to engineer to shut off steam.

22. Discontinue sounding steam whistle on locomotives between Oregon and El Paso Streets in the city of El Paso, except in case of emergency. In calling for signals, Tower 66, wait until you have reached El Paso Street before sounding whistle.

23. The first four tracks in front of passenger station, Tucumcari, will be used by passenger and mixed trains for unloading and loading baggage, mail, express and passengers

Road and yard crews using these tracks will, in addition to moving "with caution," be on the alert for baggage, mail, or express trucks and also for passengers and station employes in this vicinity.

In case of accident, the responsibility rests with member or members of road and yard crews involved.

24. While switching over street crossing just west of station at Alamogordo, Flagman must be stationed on crossing.

25. Normal position for switch at stem of wye Capitan Branch, Carrizozo Junction, will be for the West leg.

26. Normal position for switch at stem of wye Cloudcroft Branch, Alamogordo Junction, will be for the East leg.

Before fouling main track, conductors and engineers of trains from Cloudcroft Branch must personally know that all trains affecting their movement have arrived or departed.

27. While handling cuts of cars from loading tipples to train yard, Dawson, air brakes must be cut in and used on all cars.

28. Crews arriving Capitan on schedule of No. 216 will assume the schedule of No. 215 Capitan to Carrizozo and may proceed without obtaining clearance card at Capitan.

29. Crews arriving Russia on schedule of No. 214 will assume schedule of No. 213 Russia to Alamogordo and will leave Russia without receiving clearance card.

### DERAILERS IN MAIN TRACK

#### JARILLA BRANCH

Derail 190 feet East of Wye switch.
Derail 5975 feet East of Wye switch.

#### DAWSON BRANCH

Derailing switch 550 feet west of west switch Dawson yard, switch must be set locked for derail at all times when not being used by trains or engines entering or leaving Dawson yard.

#### CLOUDCROFT BRANCH

Derailing switch 150 feet west of West Wye switch Cloudcroft.
Derailing switch 174 feet west of Main track switch, on East Leg Wye, Alamogordo Jctn.

#### CAPITAN BRANCH

Derailing switch 100 feet east of Main track switch, on West Leg Wye, Carrizozo Jctn.

## SPEED RESTRICTIONS

**Maximum speed of passenger trains is 60 miles per hour, and freight and mixed trains 35 miles per hour subject to restrictions as shown elsewhere.**

| Page | BETWEEN | Passenger | Freight | Light Engines | |
|---|---|---|---|---|---|
| | | | | Running Forward | Running Backward |
| | Through interlocking limits with caution | ------- | ------- | ------- | ------- |
| | Through crossovers, turnouts | 8 | 8 | 8 | 8 |
| 2 | El Paso: Santa Fe, El Paso, Oregon, Mesa, Stanton, Kansas and Campbell streets must be | Fl'gd | Fl'gd | Fl'gd | Fl'gd |
| 2 | El Paso Other Street Crossings | 10 | 10 | 10 | 10 |
| 2-3-4 | El Paso and Tucumcari | 60 | 35 | 35 | 20 |
| 2 | El Paso and Ft. Bliss, All curves 4° and over, located as shown below | 30 | 30 | 30 | 20 |
| 2-3-4 | Ft. Bliss and Tucumcari, All curves 4° and over, located as shown below | 40 | 35 | 35 | 20 |
| 2 | Between M. P. 1345 and M. P. 1360 | 50 | 35 | 35 | 20 |
| 2 | Between M. P. 1385 and M. P. 1405 | 50 | 35 | 35 | 20 |
| 5 | Orogrande and end of track at Zora | 12 | 12 | 12 | 12 |
| 5 | Alamogordo and La Luz | 20 | 20 | 20 | 20 |
| 5 | La Luz and Russia | 12 | 12 | 12 | 12 |
| 6 | Carrizozo and Vera Cruz | 20 | 20 | 20 | 20 |
| 6 | Vera Cruz and Capitan | 15 | 15 | 15 | 15 |
| 3 | All points on WYE, Corona | 5 | 5 | 5 | 5 |
| 3 | Eastward trains, over first street crossing west of station, Duran | 10 | 10 | 10 | 10 |
| 7 | Tucumcari and Dawson | 30 | 30 | 30 | 20 |
| 7 | Tucumcari and Dawson, All curves 6° or over, located as shown below | 15 | 15 | 15 | 15 |
| 7 | Cabeza and Campana | 15 | 15 | 15 | 15 |
| 7 | Station at Roy and first street crossing east of station | 6 | 6 | 6 | 6 |
| 7 | Roundhouse and station, Dawson, over road crossing | 4 | 4 | 4 | 4 |
| | and between sunset and sunrise must be | Fl'gd | Fl'gd | Fl'gd | Fl'gd |
| 7 | Over crossing just south of Loretta tipple, Dawson | 4 | 4 | 4 | 4 |
| 2-3-4-7 | El Paso and Dawson, rotary snow plow | 15 | 15 | ------- | ------- |
| 2-3-4 | El Paso and Tucumcari, steam derrick | ------- | 30 | ------- | ------- |
| 7 | Tucumcari and Dawson, steam derrick | ------- | 20 | ------- | ------- |
| 2-3-4-7 | El Paso and Dawson, pile driver | ------- | 25 | ------- | ------- |
| 2-3-4 | El Paso and Tucumcari, Mikado Type Locomotives MK 7, 8, 9, | 45 | 35 | 35 | 20 |
| 2-3-4 | El Paso and Tucumcari on tangent track, Locomotives, Type F3 and F4 | 45 | 35 | 35 | 20 |

Engines running light must not exceed the maximum speed permitted freight trains unless otherwise directed.

Maximum speed moving cars ahead of engine, twenty miles per hour.

| LIGHT ENGINES Except as noted | Running Forward | Running Backward |
|---|---|---|
| Mikados MK-7, MK-8, MK-9 | 40 | 20 |
| Mountain MT-2 | 50 | 20 |
| Pacifics P-11, P-12 | 50 | 20 |
| Consolidations: C-18 and C-19 | 40 | 20 |
| Consolidations: C-20, C-21, C-22, C-23 | 35 | 20 |
| 2-10-2: F-3 and F-4 | 30 | 15 |

| District | Ruling Grades & Curves | | |
|---|---|---|---|
| | Per Cent Grade | Degrees Curve | Equivalent Grade |
| El Paso to Carrizozo | 1.0 | 4.0 | 1.0 |
| Carrizozo to Duran | 1.0 | 4.0 | 1.0 |
| Duran to Tucumcari | 1.0 | 4.0 | 1.0 |
| Tucumcari to Dawson | 3.0 | 10.0 | 3.0 |
| Orogrande to Zora | 4.7 | 18.0 | 4.7 |
| Alamo Jctn. to Russia | 5.2 | 30.0 | 5.2 |
| Carrizozo Jctn. to Capitan | 4.5 | 20.0 | 4.5 |

## LIST OF CURVES

**4° and Over**

**Between El Paso and Ft. Bliss**

| M. P: | to M. P. | CURVE |
|---|---|---|
| 1297.91 | 1298.09 | 4° 00′ |
| 1298.56 | 1298.64 | 4° 00′ |
| 1299.55 | 1299.65 | 4° 00′ |

## LIST OF CURVES

**4° and Over**

**Between Ft. Bliss and Tucumcari**

| M. P. | to M. P. | CURVE |
|---|---|---|
| 1434.47 | 1434.73 | 4° 00′ |
| 1463.76 | 1464.04 | 4° 00′ |
| 1465.45 | 1465.95 | 4° 00′ |
| 1467.90 | 1468.30 | 4° 00′ |
| 1470.21 | 1470.59 | 4° 00′ |
| 1471.13 | 1471.67 | 4° 00′ |
| 1487.62 | 1488.18 | 4° 00′ |
| 1488.20 | 1488.80 | 4° 00′ |
| 1491.07 | 1491.33 | 4° 00′ |
| 1519.34 | 1519.86 | 4° 00′ |
| 1529.31 | 1529.69 | 4° 00′ |
| 1556.18 | 1556.42 | 4° 00′ |
| 1556.50 | 1556.90 | 4° 00′ |
| 1559.93 | 1560.27 | 4° 00′ |
| 1560.27 | 1560.53 | 4° 00′ |
| 1561.36 | 1561.84 | 4° 00′ |

## LIST OF CURVES

**6° and Over**

**Between Tucumcari and Dawson**

| M. P. | to M. P. | CURVE |
|---|---|---|
| 1635.52 | 1635.70 | 8° 00′ |
| 1636.08 | 1636.34 | 6° 00′ |
| 1636.80 | 1637.01 | 6° 00′ |
| 1637.54 | 1637.69 | 6° 00′ |
| 1637.92 | 1638.10 | 8° 00′ |
| 1638.10 | 1638.24 | 6° 10′ |
| 1640.02 | 1640.20 | 6° 00′ |
| 1644.74 | 1644.88 | 6° 00′ |
| 1647.27 | 1647.55 | 7° 00′ |
| 1651.40 | 1651.62 | 8° 00′ |
| 1656.44 | 1656.58 | 7° 00′ |
| 1656.63 | 1656.79 | 8° 00′ |
| 1657.79 | 1657.91 | 8° 00′ |
| 1657.93 | 1658.09 | 6° 00′ |
| 1658.44 | 1658.58 | 6° 00′ |
| 1658.73 | 1658.89 | 8° 00′ |
| 1660.43 | 1660.51 | 6° 00′ |
| 1662.76 | 1662.86 | 8° 00′ |
| 1662.86 | 1662.96 | 8° 00′ |
| 1662.96 | 1663.06 | 8° 00′ |
| 1663.23 | 1663.39 | 10° 00′ |
| 1663.43 | 1663.59 | 10° 00′ |
| 1663.60 | 1663.67 | 9° 00′ |
| 1663.73 | 1663.89 | 10° 00′ |
| 1664.13 | 1664.29 | 10° 00′ |
| 1664.34 | 1664.48 | 8° 00′ |
| 1665.51 | 1665.71 | 7° 00′ |
| 1666.32 | 1666.50 | 6° 00′ |
| 1668.52 | 1668.70 | 7° 00′ |
| 1668.72 | 1668.90 | 7° 00′ |
| 1669.22 | 1669.40 | 7° 00′ |
| 1669.60 | 1669.82 | 7° 00′ |
| 1670.03 | 1670.19 | 6° 00′ |
| 1670.25 | 1670.37 | 8° 00′ |
| 1670.54 | 1670.68 | 8° 00′ |
| 1670.68 | 1670.75 | 8° 00′ |
| 1671.54 | 1671.68 | 8° 00′ |

Account of curvature, passenger trains reduce speed to 50 miles per hour between the following limits:

| | | |
|---|---|---|
| M. P. 1413.5 | and | M. P. 1414.8 |
| M. P. 1455.5 | and | M. P. 1476.0 |
| M. P. 1487.6 | and | M. P. 1493.6 |
| M. P. 1507.1 | and | M. P. 1507.4 |
| M. P. 1514.1 | and | M. P. 1519.9 |
| M. P. 1526.7 | and | M. P. 1531.9 |
| M. P. 1534.1 | and | M. P. 1534.5 |
| M. P. 1537.7 | and | M. P. 1538.2 |
| M. P. 1554.9 | and | M. P. 1565.4 |
| M. P. 1568.5 | and | M. P. 1571.2 |
| M. P. 1581.1 | and | M. P. 1582.4 |
| M. P. 1588.6 | and | M. P. 1590.7 |
| M. P. 1597.2 | and | M. P. 1599.7 |

## SPEED TABLE

For assistance in determining speed, and must not be construed as authorizing exceeding speed limits shown in speed restriction table, nor violation of other rules governing speed of trains.

| Miles per Hour | 1 Mile in Min. | Sec. | Miles per Hour | 1 Mile in Min. | Sec. |
|---|---|---|---|---|---|
| 6 | 10 | 00 | 36 | 1 | 40 |
| 8 | 7 | 30 | 37 | 1 | 37 |
| 10 | 6 | 00 | 38 | 1 | 34 |
| 12 | 5 | 00 | 39 | 1 | 33 |
| 15 | 4 | 00 | 40 | 1 | 30 |
| 16 | 3 | 45 | 41 | 1 | 27 |
| 17 | 3 | 31 | 42 | 1 | 25 |
| 18 | 3 | 20 | 43 | 1 | 23 |
| 19 | 3 | 09 | 44 | 1 | 21 |
| 20 | 3 | 00 | 45 | 1 | 20 |
| 21 | 2 | 51 | 46 | 1 | 18 |
| 22 | 2 | 43 | 47 | 1 | 16 |
| 23 | 2 | 36 | 48 | 1 | 15 |
| 24 | 2 | 30 | 49 | 1 | 13 |
| 25 | 2 | 24 | 50 | 1 | 12 |
| 26 | 2 | 18 | 51 | 1 | 11 |
| 27 | 2 | 13 | 52 | 1 | 09 |
| 28 | 2 | 08 | 53 | 1 | 08 |
| 29 | 2 | 04 | 54 | 1 | 07 |
| 30 | 2 | 00 | 55 | 1 | 06 |
| 31 | 1 | 56 | 56 | 1 | 04 |
| 32 | 1 | 52 | 57 | 1 | 03 |
| 33 | 1 | 49 | 58 | 1 | 02 |
| 34 | 1 | 45 | 59 | 1 | 01 |
| 35 | 1 | 42 | 60 | 1 | 00 |

# SPECIAL INSTRUCTIONS, Continued

## STRUCTURES ON NEW MEXICO DIVISION LESS THAN STANDARD CLEARANCE, AS OF FEBRUARY, 8, 1928

### EL PASO TO ORO GRANDE—EASTWARD

| Mile Post | LOCATION | DESCRIPTION |
|---|---|---|
| 1300.2 | Bevans Spur | Sand Loading Platform, Spur ... Side |
| 1302.3 | Material Yard | Nations Warehouse, Water Spur ... Side |
| 1316.1 | Newman | Water Column, Main Track and Siding ... Side |
| 1316.1 | Newman | Engine Spot Board, Main Track ... Side |
| 1345.0 | Oro Grande | Water Tank Spout, Main Track ... Over & Side |

### ORO GRANDE TO ZORA—EASTWARD

| Mile Post | LOCATION | DESCRIPTION |
|---|---|---|
| 1345.0 | Oro Grande | West End Cinder Incline, Main Track ... Side |
| 1348.5 | Lucky Mine | Lucky Mine Ore Bins, No. 2 Spur ... Side |
| 1348.5 | Lucky Mine | Loading Tipple, Tracks No. 1, 4 & 5 ... Over & Side |

### ORO GRANDE TO ALAMOGORDO—EASTWARD

| Mile Post | LOCATION | DESCRIPTION |
|---|---|---|
| 1382.8 | Alamogordo | Cinder Loading Platform, Track No. 60 ... Side |
| 1382.8 | Alamogordo | Engine Distance Markers, Main Track ... Side |
| 1382.8 | Alamogordo | Tree, Tracks No. 19 and 36 ... Over & Side |
| 1382.8 | Alamogordo | Ice Plant Buildings, Track No. 35 ... Side |
| 1382.8 | Alamogordo | Trestle for Conveyor Pipe at Mill, Track No. 101 ... Side |
| 1382.8 | Alamogordo | Treating Plant Tel. Wire, Track No. 110 ... Over |
| 1382.8 | Alamogordo | Treating Plant Hoist Cable on Platform,, Track No. 110 ... Over |
| 1382.8 | Alamogordo | Coal Chute, Main Track ... Side |
| 1382.8 | Alamogordo | Water Column (East) Main Track and Siding ... Side |
| 1382.8 | Alamogordo | Water Column (West) Main Track and Siding ... Side |
| 1382.8 | Alamogordo | Roundhouse, Track No. 20 ... Over & Side |
| 1382.8 | Alamogordo | Thomas Store, Track No. 7 ... Side |
| 1382.8 | Alamogordo | Planing Mill Platform, Track No. 101 ... Side |
| 1382.8 | Alamogordo | S. W. Lbr. Co. Storehouse, Track No. 101 ... Side |
| 1382.8 | Alamogordo | Drying Rack at Mill, Trk. No. 108 ... Side |
| 1382.8 | Alamogordo | West End Mill, Track No. 119 ... Over & Side |
| 1382.8 | Alamogordo | Treat. Plant Plat. & Power Ho., Track No. 111 ... Side |
| 1382.8 | Alamogordo | Treat. Plant & Platform, Track No. 110 ... Side |
| 1382.8 | Alamogordo | Treat. Plant Coal Bin, Track No. 111 ... Side |
| 1382.8 | Alamogordo | Treat. Plant Power House, Track No. 110 & 111 ... Side |
| 1382.8 | Alamogordo | Breece Lumber Co., Track No. 2, Planing Mill ... Side |
| 1382.8 | Alamogordo | Breece Lumber Co., Track No. 5, Tie Loading Dock ... Side |
| 1382.8 | Alamogordo | Breece Lumber Co., Track No. 4, Piles of Lath ... Side |
| 1382.8 | Alamogordo | Breece Lumber Co., Track No. 4, Wood House ... Side |
| 1382.8 | Alamogordo | Breece Lumber Co., Track No. 1, Piles of Logs ... Side |
| 1382.8 | Alamogordo | Breece Lumber Co., Track No. 3, Log Platform ... Side |
| 1382.8 | Alamogordo | Breece Lumber Co., Track No. 1, Power Line Pole ... Side |

### ALAMOGORDO TO RUSSIA—EASTWARD

| Mile Post | LOCATION | DESCRIPTION |
|---|---|---|
| 1387.0 | Oliverlee | Loading Tipple, Spur ... Over & Side |
| 1398.6 | High Rolls | Freight House Platform, Siding ... Side |
| 1400.9 | Wooten | Water Treater Platform, Main Track ... Side |
| 1408.7 | Cloudcroft | Breece Lumber Co., Motor Car House, Breece Lumber Co., Connection ... Side |
| 1408.7 | Cloudcroft | Breece Lumber Co., Tool House, Lbr Co. Conn. ... Side |
| 1408.7 | Cloudcroft | Breece Lumber Co., Wood Shed, Lbr Co., Conn. ... Side |
| 1408.7 | Cloudcroft | Breece Lumber Co., Eng Shed, Lbr Co., Main Track and Siding ... Side |
| 1408.7 | Cloudcroft | Breece Lumber Co., Oil House, Lbr Co. Conn. ... Side |
| 1408.7 | Cloudcroft | Water Tank Spout, Main Track ... Over |
| 1408.7 | Cloudcroft | Breece Lumber Co., Conn., N. W. Corner P. O. Building ... Side |
| 1408.7 | Cloudcroft | Breece Lumber Co., Conn., Dwellings opposite, P. O. Building ... Side |
| 1408.7 | Cloudcroft | Breece Lumber Co., Conn. Fence, near Car Repair Tool House ... Side |

**Note—Look out for narrow rock cuts between La Luz and Russia**

### ALAMOGORDO TO CARRIZOZO—EASTWARD

| Mile Post | LOCATION | DESCRIPTION |
|---|---|---|
| 1412.9 | Three Rivers | Water Column, Main Track & Siding ... Side |
| 1424.5 | Oscura | Station Platform, Track No. 1 ... Side |
| 1424.5 | Oscura | Water Column, Main Track and Track No. 1 ... Side |
| 1424.5 | Oscura | Spout on Water Tank, Track No. 2 ... Over |
| 1439.9 | Carrizozo | Water Column, Cinder Pit Track ... Side |

### ALAMOGORDO TO CARRIZOZO—EASTWARD (CONT'D)

| Mile Post | LOCATION | DESCRIPTION |
|---|---|---|
| 1439.9 | Carrizozo | Coal Chute & Sand House, Track No. 20 ... Over & Side |
| 1439.9 | Carrizozo | Walls, Cinder Track No. 21 ... Side |
| 1439.9 | Carrizozo | Loading Crane, Track No. 17 ... Side |
| 1439.9 | Carrizozo | Storehouse Platform, Track No. 16 ... Side |
| 1439.9 | Carrizozo | Machine Shop, Track No. 15 ... Over & Side |
| 1439.9 | Carrizozo | Sand Ho. & Coal Chute, Hopper Track No. 37 ... Side |

### CARRIZOZO TO CAPITAN—EASTWARD

| Mile Post | LOCATION | DESCRIPTION |
|---|---|---|
| 1454.5 | Indian Divide | Wood Pile, Spur ... Side |

**Note—Look out for narrow rock cuts between Vera Cruz and Indian Divide**

### CARRIZOZO TO TUCUMCARI—EASTWARD

| Mile Post | LOCATION | DESCRIPTION |
|---|---|---|
| 1452.2 | Coyote | Water Column, Main Track & Siding ... Side |
| 1452.2 | Coyote | Pump House, Trk. No. 3 ... Side |
| 1463.5 | Ancho | Brick Wall, Brick Plant Track ... Side |
| 1463.5 | Ancho | Water Column, Main Track & Siding ... Side |
| 1482.5 | Gallinas | Screening House, Track No. 3 ... Side |
| 1482.5 | Gallinas | Screening House, Track No. 4 ... Over & Side |
| 1482.5 | Gallinas | Boiler House, Tracks Nos. 4 & 5 ... Side |
| 1482.5 | Gallinas | Stock Pen Platform, Siding ... Side |
| 1490.9 | Corona | Stock Pen Platform, Siding ... Side |
| 1499.0 | Torrance | Warehouse & Stock Pen Platforms, Stock Yard Track ... Side |
| 1499.0 | Torrance | Station Platform, House Track ... Side |
| 1510.6 | Duran | Water Column, Main Track & Siding ... Side |
| 1510.6 | Duran | Water Column, Tracks Nos. 6 & 8 ... Side |
| 1510.6 | Duran | Walls, Cinder Pit, Track No. 7 ... Side |
| 1510.6 | Duran | Coal Chute, Track No. 9 ... Over & Side |
| 1510.6 | Duran | Coal Chute, Track No. 8 ... Side |
| 1510.6 | Duran | Freight House Platform, Track No. 13 ... Side |
| 1524.7 | W. of Vaughn | Concrete Arch, A. T. & S. F. Overhead Crossing, Main Track ... Over & Side |
| 1525.4 | Vaughn | Water Column, Main Track & Siding ... Side |
| 1528.1 | Tony | Stock Pen Platform, Siding ... Side |
| 1547.2 | Pastura | Water Column, Main Track & Siding ... Side |
| 1547.2 | Pastura | Cinder Loading Incline & Pastura Trading Co. Platform, Siding ... Side |
| 1552.4 | Guadalupe | Platform, Ore Loading Spur No. 2 ... Side |
| 1563.7 | Pintado | Coal Chute, Main Track & Coal Chute Track ... Side |
| 1568.3 | Santa Rosa | Water Column, Main Track & Siding ... Side |
| 1568.3 | Santa Rosa | Moise Bros. Store & Warehouse, Ind'y Track No. 18 ... Side |
| 1568.3 | Santa Rosa | Coury Garage, Indy Track No. 18 ... Side |
| 1585.8 | Cuervo | Bond & Weiss Platform & Warehouse, Stock Yard Track ... Side |
| 1627.4 | Tucumcari | Sand House & Coal Chute Eng. House, Track No. 85 ... Side |
| 1627.4 | Tucumcari | Coal Hoist, Tracks Nos. 85 & 20 ... Side |
| 1627.4 | Tucumcari | Coal Hoist, Engine House, Track No. 21 ... Side |
| 1627.4 | Tucumcari | Walls, Cinder Pit, Tracks Nos. 22 & 49 ... Side |
| 1627.4 | Tucumcari | Car Repairers Office, Track No. 86 ... Side |
| 1627.4 | Tucumcari | Roundhouse & Machine Shop Doors, Track No. 45 ... Over & Side |
| 1627.4 | Tucumcari | Roundhouse Doors, Track No. 31 ... Over & Side |
| 1627.4 | Tucumcari | Mach. Shop Coal Bin, Track No. 31 ... Side |
| 1627.4 | Tucumcari | Freight House Platform, Tracks on both sides ... Side |
| 1627.4 | Tucumcari | Pump House & Cinder Loading Incline, Track No. 43 ... Side |
| 1627.4 | Tucumcari | Sinclair Oil Co. Fence, Track No. 42 ... Side |
| 1627.4 | Tucumcari | Tucumcari Ice Co Building & Coal Bins, both sides, Track No. 42 ... Side |
| 1627.4 | Tucumcari | Electric Light Co. Coal Bin, Track No. 42 ... Side |
| 1627.4 | Tucumcari | Tucumcari Light & Power Co Wire, 5th Street ... Over |
| 1627.4 | Tucumcari | Goldenberg's old Concrete Vault, Track No. 47 ... Side |

### TUCUMCARI TO DAWSON—EASTWARD

| Mile Post | LOCATION | DESCRIPTION |
|---|---|---|
| 1639.0 | Bridge 1639-A | Steel Bridge over Canadian River, Main Track ... Over & Side |
| 1673.0 | Cabeza | Coal Chute, Main Track & Coal Chute Track ... Side |
| 1686.3 | Solana | Stock Pen Platform, Siding ... Side |
| 1696.1 | Roy | Floersheim Warehouse & Platform, Ind'y Track No. 3 ... Side |
| 1696.1 | Roy | Rocky Mtn. Bean & Elevator Co., Ind'y Track No. 3 ... Side |
| 1696.1 | Roy | Freight House Platform, Ind'y Track No. 3 ... Side |
| 1706.4 | Mills | Wilson Co. Elevator, Spur No. 6 ... Side |
| 1715.6 | Abbott | Wilson Co. Elevator, Spur ... Side |
| 1729.8 | Taylor | Coal Chute, Main Track & Track No. 3 ... Side |
| 1759.4 | Dawson | Water Column, Tracks Nos. 16 and 17 ... Side |
| 1759.4 | Dawson | Scale House, Tracks Nos. 7 & 9 ... Side |
| 1759.4 | Dawson | Sand House, Tracks Nos. 16 & 17 ... Side |
| 1759.4 | Dawson | Water Loading Crane, Track No. 15 ... Side |
| 1759.4 | Dawson | Walls, Depressed Track No. 18 ... Side |
| 1759.4 | Dawson | Coal Unloading Trestle, Track No. 25 ... Side |
| 1759.4 | Dawson | Oil House, Track No. 38 ... Side |

**Note—Look out for narrow rock cuts between Tucumcari and Cabeza**

**Employes are warned that it is dangerous to ride on top or sides of cars at previously mentioned points.**

**Bunks on log cars, such as are used on the Cloudcroft Branch in logging service, will not clear stock pen platforms located on sidings at Material Yard, Hueco and Turquoise.**

# SPECIAL INSTRUCTIONS---Concluded

## SURGEONS

| Location | Name | Title |
|---|---|---|
| San Francisco | Dr. W. B. Coffey | Chief Surgeon and Manager Hospital Department |
| El Paso | Dr. R. L. Ramey | Division Surgeon |
| El Paso | Dr. J. J. Gorman | Assistant Division Surgeon |
| El Paso | Dr. S. F. King | Assistant Surgeon |
| El Paso | Dr. H. H. Varner | Assistant Surgeon |
| El Paso | Dr. E. W. Rheinheimer | Assistant Surgeon |
| El Paso | Dr. J. M. Britton | Oculist and Aurist |
| El Paso | Dr. F. S. Schuster | Oculist and Aurist |
| El Paso | Dr. W. L. Brown | Consulting Surgeon |
| (Service limited to consultation with Division Surgeon) | | |
| Alamogordo | Dr. F. B. Evans | District Surgeon |
| Alamogordo | Dr. J. G. Holmes | Assistant District Surgeon |
| High Rolls | Dr. W. P. Shelly | District Surgeon |
| Cloudcroft | Dr. E. C. Lee | District Surgeon |
| Tularosa | Dr. H. E. Whitacre | District Surgeon |
| Carrizozo | Dr. M. G. Paden | District Surgeon |
| Carrizozo | Dr. P. M. Shaver | Assistant District Surgeon |
| Corona | Dr. R. R. Green | District Surgeon |
| Duran | Dr. A. A. Sanford | District Surgeon |
| Vaughn | Dr. G. A. Miller | District Surgeon |
| Santa Rosa | Dr. Z. E. Funk | District Surgeon |
| Tucumcari | Dr. O. E. Brown | District Surgeon |
| Tucumcari | Dr. C. H. Ferguson | Assistant District Surgeon |
| Mosquero | Dr. D. C. Daniel | District Surgeon |
| Roy | Dr. M. D. Gibbs | District Surgeon |
| Dawson | Dr. F. C. Diver | District Surgeon |
| Dawson | Dr. C. S. Hart | Assistant District Surgeon |

## LOCATION HOSPITAL STRETCHERS

ALAMOGORDO, CARRIZOZO, DURAN, DAWSON, TUCUMCARI.

## HOSPITALS

GENERAL HOSPITAL, S. P. Hospital.........San Francisco, Cal.

**Note.**—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

## RATING OF ENGINES—New Mexico Division

### FOR THROUGH AND LOCAL TRAINS IN MS. OF 1000 LBS. BACK OF TENDER

| Nominal Class | Official Class | Old E.P.& S.W. Numbers | Southern Pacific Engine Numbers | Lbs. Boiler Pressure | El Paso to Tucumcari | Tucumcari to El Paso |
|---|---|---|---|---|---|---|
| P-11 | P-68 24/26-157-S | 140-149 | 3100-3109 | 176 | 1800 | 1800 |
| P-12 | P-73 27/28-186-S | 160-169 | 3120-3129 | 190 | 2500 | 2500 |
| C-18 | C-57 22/28-169-S | 251-260 | 3400-3409 | 200 | 2300 | 2300 |
| C-19 | C-57 22½/28-178-S | 261-278 | 3410-3426 | 200 | 2300 | 2300 |
| C-20 | C-57 25/30-196-S | 280-284 | 3440-3444 | 170 | 2690 | 2690 |
| C-21 | C-57 25/30-196-S | 285-289 | 3445-3449 | 170 | 2690 | 2690 |
| C-22 | C-57 25/30-193-S | 292-309 | 3452-3469 | 170 | 2690 | 2690 |
| C-23 | C-57 23/30-193-S | 290-291 | 3450-3451 | 200 | 2690 | 2690 |
| MK-7 | MK-63 29/30-247-S | 363-372 | 3300-3309 | 176 | 3600 | 3600 |
| MK-8 | MK-63 29/30-247-S | 373-377 | 3310-3314 | 176 | 3600 | 3600 |
| MK-9 | MK-63 29/30-247-S | 378-387 | 3315-3324 | 176 | 3600 | 3600 |
| MT-2 | MT-73 29/30-263-S | 410-415 | 4385-4390 | 210 | 3600 | 3600 |
| F-3 | F-63 29½/32-297-S | | 3653-3667 | 200 | 4500 | 4500 |
| F-4 | F-63 29½/32-306-S | | 3668-3717 | 200 | 4500 | 4500 |

| Nominal Class | Official Class | Old E.P.& S.W. Numbers | Southern Pacific Engine Numbers | Lbs. Boiler Pressure | Tucumcari to Campana | Campana to Cabeza Double | Cabeza to Dawson | Dawson to Taylor | Taylor to Mills | Mills to Canadian | Canadian to Tucumcari Double |
|---|---|---|---|---|---|---|---|---|---|---|---|
| C-18 | C-57 27/28-169-S | 251-260 | 3400-3409 | 200 | 1930 | 1930 | 1930 | 5240 | 2620 | 5240 | 5240 |
| C-19 | C-57 22½/28-178-S | 261-278 | 3410-3426 | 200 | 1930 | 1930 | 1930 | 5240 | 2620 | 5240 | 5240 |
| C-20 | C-57 25/30-196-S | 280-284 | 3440-3444 | 170 | 2200 | 2200 | 2200 | 6000 | 3000 | 6000 | 6000 |
| C-21 | C-57 25/30-196-S | 285-289 | 3445-3449 | 170 | 2200 | 2200 | 2200 | 6000 | 3000 | 6000 | 6000 |
| C-22 | C-57 25/30-193-S | 292-309 | 3452-3469 | 170 | 2200 | 2200 | 2200 | 6000 | 3000 | 6000 | 6000 |
| C-23 | C-57 23/30-193-S | 290-291 | 3450-3451 | 200 | 2200 | 2200 | 2200 | 6000 | 3000 | 6000 | 6000 |

| Nominal Class | Official Class | Old E.P.& S.W. Numbers | Southern Pacific Engine Numbers | Lbs. Boiler Pressure | Alamogordo to Russia | Russia to Alamogordo | | Carrizozo to Capitan | Capitan to Carrizozo |
|---|---|---|---|---|---|---|---|---|---|
| C-15 | C-50 21/26-126 | 181-184 | 2505-2508 | 160 | 232 | No Limit | | 760* | 940 |
| C-14 | C-46 21/24-125 | 186 | 2504 | 160 | 232 | No Limit | | | |
| F-13 | F-51 21½/28-160 | 217-218 | 2510-2511 | 180 | 306 | No Limit | | | |

Engine rating Gallinas to El Paso and Gallinas to Tucumcari will be car limit instead of M's.

*Double

Allowance for empty and under loaded cars. Less than 40 M's......6 M's
40 M's to 50 M's....3 M's

## AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

| CLASS | All Steel | Steel Under-frame | Wood |
|---|---|---|---|
| Baggage—60 Ft. | 92,100 | | |
| Baggage—66 Ft. | 127,400 | | |
| Baggage—70 Ft. | 121,300 | | |
| Baggage | | | 77,600 |
| Baggage—(Dynamo) | 102,700 | | |
| Baggage and Mail—60 Ft. | 102,200 | | |
| Baggage and Mail—69 Ft. | 123,900 | | |
| Baggage and Mail—70 Ft. | 127,500 | | |
| Baggage and Mail | | 97,800 | 78,600 |
| Baggage and Passenger | 117,250 | | 72,300 |
| Baggage—C. M. & St. P. | 125,000 | | |
| Express Refr.—N. P. R. R. | | 74,000 | 60,000 |
| Express Refr.—G. N. R. R. | | | 70,000 |
| Express Refr.—A. R. E. No. 40-154 | | 78,000 | |
| Express Refr.—A. R. E. No. 155-224 | | 89,000 | |
| Express Refr.—A. R. E. No. 500-506 | | 110,000 | |
| Express Refr. A. A. E. No. 1101-1175 | | 85,000 | |
| Express Refr.—P. F. E. No. 500-799 | | 83,000 | |
| Tea and Silk | | | 48,100 |
| Express, Horse | 129,300 | | 79,400 |
| Postal | 112,000 | | |
| Postal Storage—40 Ft. | 74,100 | | |
| Postal Storage—60 Ft. | 105,100 | | |
| Club | 146,300 | 121,800 | |
| Official | 170,500 | 137,300 | 101,700 |
| Official C. M. & St. P. | 141,000 | | |
| Chair | 101,700 | | 84,800 |
| Coaches—60 Ft. | 100,100 | | |
| Coaches 70—Ft. | 136,800 | | |
| Coaches—72 Ft. | 138,900 | | |
| Coaches—72 Ft.—Interurban | 120,000 | | |
| Coaches—C. M. & St. P. | 133,000 | | |
| Coaches | | | 75,000 |
| All Day Lunch—Chair | 100,500 | | |
| All Day Lunch—Coach | 96,300 | | |
| Cafe—Coach | | | 117,200 |
| Diner—70 Ft. | | 134,900 | 129,000 |
| Diner—72 Ft. | 154,400 | 146,900 | 133,500 |
| Diner—77 Ft. | 153,300 | 156,600 | |
| Diner—79 Ft. | 167,500 | | |
| Cafe—Observation | | | 119,000 |
| Observation | | 137,700 | 122,000 |
| Pullman—Observation | 163,600 | 153,000 | |
| Pullman—Parlor | 155,600 | 147,500 | |
| Pullman—Standard Sleeper | 164,600 | 144,000 | |
| Pullman—Tourist | 140,600 | 133,000 | |
| C. M. & St. P.—Tourist Sleeper | 141,000 | | |

## TRAINMASTERS

B. H. HORTON.........Carrizozo J. P. NASH.........Tucumcari

## CHIEF TRAIN DISPATCHERS

H. DIXON.........El Paso W. A. COLLINS.........Tucumcari

## DISTRICT EXAMINER

R. D. BLOSS.........El Paso

## ROAD FOREMAN OF ENGINES

M. L. HULL.........Tucumcari

MAP
OF THE
NEW MEXICO DIVISION
SOUTHERN PACIFIC COMPANY
APRIL, - 1925
J.F.M.
SCALE OF MILES
12 6 0 12 24 36
REVISED, APRIL 14, 1925.
NEW MEXICO
RIO ARRIBA
TAOS
COLFAX
UNION
HARDING
MORA
SANDOVAL
SANTA FE
SAN MIGUEL
QUAY
BERNALILLO
VALENCIA
TORRANCE
GUADALUPE
CURRY
ROOSEVELT
SOCORRO
LINCOLN
CHAVES
SIERRA
OTERO
EDDY
DONA ANA
TEXAS
EL PASO
MEXICO
CARSON NATIONAL FOREST
MESCALERO APACHE INDIAN RESERVATION
SOUTHERN PACIFIC CO. LEASED MILEAGE FROM CHICAGO, ROCK ISLAND & PACIFIC RY
TUCUMCARI
SANTA ROSA
ALAMOGORDO
CARRIZOZO
EL PASO
JUAREZ
RIO GRANDE PROJECT
LAS VEGAS GRANT
ALAMO NATIONAL FOREST
LINCOLN NATL. FOR.